

# Update from the Transportation Security Administration

April 11, 2006

Northwest Mountain Region Airports Conference



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# Overview

- TSA Reorganization
- Registered Traveler
- Secure Flight
- Transportation Worker Identification Credential
- Screening Partnership Program
- Biometric Guidance



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# 2SR at TSA

- 2SR made clear that in a resource-constrained world, risk-based analysis must be used in evaluating priorities and trade-offs. At TSA, we believe that there are two core concepts that drive our analysis.
  - **Terrorist risk is asymmetric**
  - **The transportation sector is a dynamic network**
- The effect of asymmetric risk on a complex dynamic network presents a set of challenges that require creative approaches that allow a disciplined risk-based set of decision criteria.



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# 2SR at TSA

## Strategies:

- Networked information
- Jointness - Teaming
- Systems approach
- Risk Value Analysis
- Randomness



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# Registered Traveler

- TSA is interested in expanding RT in a partnership with the industry so that the private sector can focus on customers and TSA can maintain its focus on security.
- The program will be funded with fees and be interoperable so that travelers can sign up once and use every airport that has RT
- TSA is exploring potential SOP changes to expedite RTs through the checkpoint



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# Secure Flight

- 9/11 Commission and Intel reform act call for overhaul of domestic passenger prescreening which led to creation of Secure Flight
- At full implementation, we will screen ~2 million passengers each day flying on 63 air carriers
- Key Security benefits:
  - Use of expanded watch lists
  - Limited distribution of the lists
  - Use of state-of-the-art technology to identify passengers on the list before they fly
  - Consistent and direct interaction with law enforcement to handle matches at the airport



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# Transportation Worker Identification Credential (TWIC)

- TSA will build on our efforts to screen aviation workers (in which airports are a critical partner) and hazmat truck drivers to begin with maritime in implementing TWIC
- We are also partnering with the Coast Guard to ensure the merchant mariner population is covered
- We are planning to issue biometric standards for airports to upgrade their access control systems



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# Screening Partnership Program (SPP)

- To date TSA has received and approved 6 applications – the five original SPP's and Sioux Falls, SD
- SPP is still open to receive airport applications



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# Biometric Guidance

- The Intelligence Reform and Prevention Act of 2004 directed TSA to issue guidance for use of biometric technology in airport access control systems by March 31, 2005.
- Developing a list of products and vendors that meet the requirements, standards and procedures for implementing biometric identifier systems
- Best practices are also being developed to incorporate biometric identifier technology into airport access control systems
- TSA's draft guidance package for airports is available on [www.tsa.gov](http://www.tsa.gov)



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Thank You